

May 2006

*News from the
Southeast Region Civil Air Patrol
Col John Tilton, Commander*

ReCAP

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NASA Celebrates 25th Anniversary of Shuttle Launch

*by 1st Lt Kelly Green Sharkey and
1st Lt Vic Casella*

Twenty Five years ago I [Kelly] went on the educational trip of a lifetime. My grandparents drove my half-sister and me down to Titusville to watch the launch of the first space shuttle.



STS-1 lifts off

Commanded by astronaut John Young, a veteran of both the Gemini and Apollo programs, and piloted by Robert Crippen, STS-1 marked the first time a spacecraft, designed to be reused, launched.

Thousands of other space fans and families from around the state, and around the world, gathered to see the launch at Pad A, Launch Complex 39, at Kennedy Space Center, April 12, 1981.

A first attempt at launch, two days previous, was scrubbed because of a timing skew in one of the computer systems. Those of us waiting had no idea that both Crippen and Young felt certain the delay would be the first of many. As test pilots, both were familiar with problems and pauses in any new vehicle's first flight. Crippen, at

minus one minute, told Young "I think we're going to do it today!" Surprised, but thrilled to be getting on with their history-making

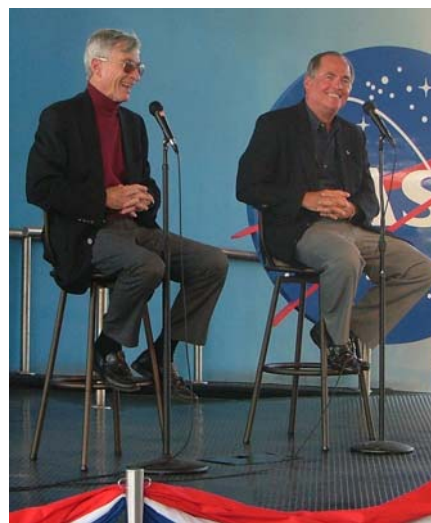
flight, the astronauts made final preparations and readied themselves for a ride of a lifetime.

Crippen's heart rate began to rise to 130 beats per minute (BPM). His eyes were wide open. He then looked over at

the commander again, and Young's heart rate was only 90 BPM. Crippen thought that since Young was a veteran astronaut, he was real cool about this launch. Young quickly responded that the only reason his heart rate was so low, is because he is old. "I could not get it to beat any faster!" he joked.

"The ride uphill was pretty loud," said Crippen, "and there was a lot of vibration." But when the solid rocket motors separated, it became real quiet and smooth. Crippen had to look at the instrument panel to verify that the three main engines were still working.

The mission was only two days long, and at the post-flight briefing, they reported that the vehicle performance was pretty close to



John Young and Bob Crippen share a light moment with KSC visitors

what the engineers predicted.

Young and Crippen said the space shuttle was a very good vehicle and that no other vehicle can do what it does. Looking into the next generation spacecraft, however, NASA will need to have a vehicle that can be aborted during the launch, de-orbit, and landing phases of flight. The space shuttle does not have that capability.

Say Young and Crippen, "By continuing with our endeavors to travel in space, new technologies will be developed and new resources will be found."

For those of us destined to remain earthbound, our job is to support spaceflight and continue to educate the next generation.

Photo by 1st Lt Kelly Green Sharkey



Commander's Comments

A Word from the SER Commander

We've had a busy month. The Wing Conferences I've attended have been great and I've enjoyed getting to meet so many new faces in the region and, of course, seeing my old friends. I am pleased with the turnout the conferences enjoyed and congratulate all who ensured participants had a meaningful activity. Congratulations, also, to the many award winners.

One consistent theme from each conference was the desire to increase our membership and work on retention of members. I'm sure, if we all work together, we can accomplish this, and so much more in the coming weeks, months, and years.

As I stated in the last newsletter, my vision for the Southeast Region will be to focus its energies in support of our Wings, other Regions and the entire Civil Air Patrol. I hope we can **Guide Help Exercise**

The Southeast Region Staff will concentrate its efforts in the areas of Standardization and Mutual support between the SER Wings.

There is a change in the SER Staff Meeting. The new date is Saturday, 24 June 2006 at the Cabot Lodge, Tallahassee, FL. The meeting will start at 0830 hrs and should conclude by 1700 hrs.

A block of rooms have been reserved at the Cabot Lodge for the nights of 23 and 24 June, at a rate of \$75.00 a night. This includes a deluxe continental breakfast, and a evening beverage reception in the lobby.

The Cabot Lodge is located at 1653 Raymond Diehl Road, Tallahassee, next to I-75. Call the Lodge at 850-386-7500 to make your reservation. The block is listed under US Air Force Auxiliary Civil Air Patrol. The rate is guaranteed until 9 June 2006.

After that date the rate will become space available.

There will be a shuttle service from and to the Tallahassee Airport to the hotel provided by the Tallahassee Squadron. If you need transportation from the airport let Col Brockman know your arrival and departure times.

Mark Your Calendar

5-7 May	FLWG Conference, Orlando
24 June-1 July	MSWG /ALWG Encampment, Gulf Port
24 June	SER Staff Meeting, Tallahassee, FL

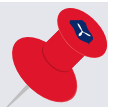
Quote of the month:

"The men and women who have the right ideals...are those who have the courage to strive for the happiness which comes only with labor and effort and self-sacrifice, and those whose joy in life springs in part from power of work and sense of duty."

—Theodore Roosevelt

Happy Birthday Staff Members

Sally Bilotto, 5/3
Samuel Andreasen, 5/7
William Crowley, 5/7
Bill Brockman, 5/9
Ralph McBride, 5/13
John Moore, 5/15
Darlene Ferris, 5/17
Wes Hannah, 5/23
Jorge Del Rio, 5/25
Frank Basile, 5/29
Vickie Meyer, 5/29



May Service Anniversaries

Bill Brockman	9 Years
Jennifer Sevin	10 Years
Stanley Brock	12 Years
Ronald Howard	40 Years
Dutchie Riggsby	45 Years
Ernest Riggsby	45 Years
Ronald Greene	53 Years

Legendary pilot dies in crash

Scott Crossfield was an aviation pioneer, CAP aerospace education advocate

By Capt Paige Joyner

The 1960 Cessna 210A aircraft, belonging to Col A. Scott Crossfield of Herndon, Va., was located by Georgia Wing. The Wing conducted air and ground searches along the flight path and located the crash site in Gilmer County. There were no survivors.

Crossfield was on a flight from Prattville, AL, to Manassas, VA, Wednesday morning April 19 when the aircraft disappeared from radar in north Georgia.

Crossfield, 84, was born in Berkeley, CA on Oct. 2, 1921. Although best known for his role as a legendary test pilot, he was a strong supporter of the Civil Air Patrol and, in particular, CAP's aerospace education program. He created the A. Scott Crossfield Aerospace Education Teacher of the Year Award to recognize and

reward teachers for outstanding accomplishments in aerospace education and for their dedication to the students they teach. The Scott Crossfield Award for senior members is CAP's highest award in aerospace education.

At his 80th birthday in 2001, Crossfield was still flying 200 hours per year as an instrument rated private pilot.

In 1950 Crossfield joined NASA's predecessor, the National Advisory Committee for Aeronautics, and was a research pilot for the next five years at the High Speed Flight Research Station at Edwards Air Force Base, CA. Crossfield was the test pilot for numerous research aircraft, including the X-1, X-4, X-5, XF-92, the D-558-I and D-558-II while at Edwards.

On Nov. 20, 1953, he set four speed records before becoming the first man to reach Mach 2 (twice the speed of sound) in the air-launched, rocket-propelled D-558-2. Crossfield capped his distinguished test pilot career as the NASA program manager and first project pilot on the X-15 rocket powered research aircraft, taking the aircraft to the fringes of outer space.

It is possible that no other test pilot in aviation history has test flown as many aircraft that



Col Scott Crossfield delivered the keynote address on Dec. 20, 2005 at the annual Wright Brothers Memorial Dinner in Oshkosh, WI

are now displayed in flight museums -- The Smithsonian National Air and Space Museum's Milestones of Flight Gallery includes the #1 X-15 and the #2 Skyrocket.

Crossfield also flew the #2 Bell X-1, the sister ship of the #1 "Glamorous Glennis," which also hangs in the same gallery. Crossfield additionally was a fighter gunnery instructor in the US Navy during World War II.

Among his countless honors, Crossfield received the Lawrence Sperry Award, Octave Chanute Award, Iven C. Kincheloe Award, Harmon International Trophy and the Collier Trophy. He was inducted into the National Aviation Hall of Fame in 1983, the International Space Hall of Fame in 1988, and the Aerospace Walk of Honor in 1990.

Capt Joyner is the Director of Public Affairs, GAWG



Crossfield in cockpit of the Douglas D-558-2 after first Mach 2 flight

Heredia Assumes GAWG Command

By Capt Paige Joyner

The Georgia Wing completed the change of command in a ceremony during the Wing's annual statewide conference held this year in Jekyll Island, GA. Colonel Guillermo "Willie" Heredia, Jr. of McDonough, GA assumed the command in a military ceremony. In attendance for the change of command were Lt Gen Nicholas B. Kehoe, USAF-Ret, and Chairperson for Board of Governor, Maj Gen Antonio Pineda, National Commander, and State Representative Barry Loudermilk. Lt Col James Hughes, of Conyers is the new Vice Commander and Lt Col Crowe, of Atlanta is the new Chief of Staff.



Maj Gen Tony Pineda changes rank insignia on Col Willie Heredia, as proud and supportive wife, Susan, looks on.

PRWG Gives O-Rides

By Maj Sonia Sota

On April 22nd approximately 14 cadets received cadet orientation flights and impromptu Flight Line course at the Caribbean Flight Center in St. Croix. The pilots who attended were: Capt. Luis Luhning, 1st Lt Yamil Sanchez, 1st Lt Francisco Matias and C/Lt Col Jose Rafols, the first cadet pilot on the island. Also joining us was Capt Juan Garcia, medical.

At St. Croix we had the pleasure of meeting and working with SM's Murren, Scipio and Michael along with SM Elliot Reid who helped coordinate the eventful trip.



Squadron celebrates 25 years, appoints new commander

By Lt Col Richard Niess

At the Marco Island Squadron's Silver Anniversary commemoration, Lt Col Lee Henderson assumed command from the outgoing commander, Maj Lee J. Frank.

Ninety five members and guests attended the celebratory banquet, held Apr. 10 at Marco Presbyterian Church. Many distinguished guests were in attendance, including County Commissioner Donna Fiala, FLWG Commander Col Dan Levitch, and several of the 14 commanders who have led the squadron since its charter in 1981. The keynote was delivered by Col Levitch, who commended the various individuals who demonstrated leadership and dedication to the CAP missions, and who have performed with distinction in their volunteer service to the community. Homeland Security Commissioner Fiala congratulated the squadron on its 25 years of service to the community. She expressed the thanks and appreciation of Collier County especially that of the County Emergency Management Team for the assistance rendered by the Marco Island Civil Air Patrol members during last year's



Lt Col Lee Henderson

hurricanes. Col Levitch then conducted a formal Change of Command ceremony, with outgoing Squadron Commander, Maj Leon J. Frank passing the colors to the new Commander, Lt Col Lee Henderson.

Lt Col Henderson, an accomplished aviator, deep ocean acoustics engineer, Navy program manager and community leader, then delivered his acceptance comments and introduced the new squadron staff to the assembled guests and members.

Lt Col Niess is the PAO, Marco Island Squadron

Five FLWG cadets experience flight south of the equator

By C/TSgt Kelcee Griffis
Cadet PAO, Gainesville Composite Squadron

March 13, 2006 found five Florida Wing CAP cadets far from their home country, in a hangar on the other side of the equator. Cadet 2 Lt Daniel Freeman, C/2 Lt Stephen Freeman, C/SSgt Patrick Freeman, C/TSgt Kelcee Griffis, members of Gainesville Composite Squadron, and C/SrA Daniel Tarasiuk of West Broward Composite Squadron, were on a mission trip to Shell, Ecuador.

Shell is the hub of a branch of an extensive humanitarian flight program, Mission Aviation Fellowship. Mission Aviation Fellowship, or MAF, serves in remote areas, including the rainforest surrounding Shell. They deliver supplies to isolated mission stations there, shuttle missionaries to and from their outposts, and routinely fly people needing medical attention out of the jungle to receive care. In 2005 alone, MAF flying saved Christian and humanitarian workers 6,099 days of travel -- the equivalent of 25 work-years.

The cadets received a tour of the MAF hangar and

facilities. They observed the pilots at work, and had the privilege of flying with them. "The pilots were very safety oriented," said C/TSgt Griffis, 14. "They went through several pre-flight checks before takeoff, and were very cautious."



Cadets Daniel Tarasiuk, Patrick Freeman, Daniel Freeman, Kelcee Griffis, and Stephen Freeman in front of an MAF airplane

Shell is situated in the Andes mountains, where the average peak elevation is 13,000 feet. The cadets found that flying in these mountains presents unique challenges to the pilots. While flying, C/2 Lt Stephen Freeman, 15, noted that the altimeter read only 300 feet at one point. MAF pilot Dan Whitehead explained, "Since we're in the mountains, we were flying so high anyway, and to avoid some clouds, we could have either gone over them, or under them. Going over the clouds would have been past the airplane's ceiling, so going under them was the only choice."

During their time in Ecuador, the cadets had the opportunity to help another individual build two experimental aircraft. They helped prepare the airplane bodies for riveting, and gave riveting a try themselves. They also flew in an ultralight experimental aircraft, which the pilot allowed the cadets to fly.

MSWG cadet wins ride in last flyable B-24

By Lt Col Joe Pope

Cadet/Amn Nathan Bynum of the James S. McKinnie Composite Squadron was the winner of a squadron essay contest. His prize was a flight in the world's only flyable, Consolidated-Vultee B-24 Liberator. His squadron was given one seat by the Collins Foundation aboard their famous warbird "Witchcraft," when it was scheduled to fly from Birmingham, AL, to Mississippi's Madison Air Field.

Bynum regards his flight in the Liberator as a once-in-a-lifetime chance to touch a part of aviation history and for him it was an awesome experience to fly in one of the heavy bombers that helped win World War II.

The B-24 first took to the air 67 years ago. Almost 19,000 were built by the end of WWII, making it the most produced of all U.S. military aircraft. It saw combat in both the European and Pacific theaters. The first

U.S. Army Air Force attack of the European campaign was against the Ploesti, Romania oil fields and was carried out by brand new B-24s.

Nathan is 14, a home schooled 9th grader and the son of John and Dawn Bynum, of Pearl, MS. When asked what he would remember most from the flight, he said, "the aircraft was shaking. It was very noisy. A fierce wind blew in the open gun ports, and it was so turbulent I could hardly stand or walk." He said he could truly imagine what it was like to fly into combat as a Liberator crew member.

Lt Col Pope is the squadron PAO



Cadet Bynum with B-24 model

From Chaplain Painter Color Guard needed for N. Fla. event

There will be a small parade on the north side of Jacksonville, near Trout River on Saturday, May 27 at 9:00 a.m. The parties putting the parade together are celebrating their new property and have expanded it to include the Parade and a Memorial Service for Memorial Day.



As a CAP Chaplain I have been asked to plan and execute the Memorial Service.

The Color Guard would be in the parade and then be a part of the memorial service. Taps will be played as part of the service. I would appreciate any unit that would like to put a marching unit together for the parade.

This will be a small event but promises to have a lot of good news coverage. Little things can become big if done right.

Every opportunity to get CAP before the public in a favorable manner is noteworthy. There is talk going on about forming a CAP squadron on the north side again and this would boost those talks.

The Jax Composite Squadron furnished a Color Guard for the First Annual Native American Pow Wow last Saturday in east Jacksonville and did an excellent job. Many fine comments were received from those in attendance of how sharp and professional the cadets looked. Their joining in the salute to veterans was much appreciated by all.

For more info please email me at chpainterserdmisp@wmconnect.com. Or call my cell at 904-803-9880.

Recruiting Director Appointed

Col John Tilton, SER Commander, has appointed Lt Col Alfonzo Jackson of ALWG to the position of Director of Recruiting. Jackson started out his CAP career in public affairs and career development while in the GAWG. Jackson also became the first black commanding officer of the Augusta Composite Squadron during the years of 1992 and 1993.



Lt Col Jackson

After moving to Alabama, Jackson became a member of Birmingham Squadron 34 as the public affairs and recruiting officer. He was later transferred to squadron 90, as PAO for the central section of the Wing. During his stay, he also qualified as an Aerospace Technician. Jackson was later transferred to ALWG staff to become director of public affairs and recruiting. During the last change of command for the Wing, he was asked if he would take command of Kingdom Life Composite Squadron 124 in Talladega, AL, and in addition to his role as Recruiting Officer. Jackson accepted, and became the second black commander in ALWG.

Jackson, along with his recruiting assistant, Lt Melody Compton, put together a recruiting program that provides training for members who would like to become full-time recruiters. Usually regular service recruiters spend a total of 7 weeks learning. Jackson has compressed the training into an 8- or 16-hour session. With the help of the local recruiters, that project became a reality, thanks to the combined team effort and many hours and days spent to that end.

Jackson is a member of the Atlanta chapter of Tuskegee Airmen, Inc., and is a traveling speaker.

Region Medical

By Lt Col Patricia Faunt

First aid for your blisters

With our beautiful spring weather many people are outside hiking or gardening and, if we aren't careful, blisters may occur. Mainly friction and burns cause blisters.



If your blister is not very painful try to keep it intact, that unbroken skin acts as a barrier to bacteria and decreases your risk of infection. You can cover a small blister with a Band-Aid. A larger blister may require a plastic coated gauze pad that will absorb the moisture and allow it to breathe. Try not to puncture a blister unless it's painful or prevents you from walking

or using your hand.

If you have to relieve blister pain, drain the fluid but keep the overlying skin intact.

You can do this by: **First Washing Your Hands** then swab the affected area with rubbing alcohol or iodine. Sterilize a needle by wiping it with rubbing alcohol, then puncture your blister and let the fluid drain. Remember don't remove the overlying skin.

Apply an antibiotic ointment to the blister and cover with a band-aid or gauze pad. When the blister starts to heal use sterilized scissors to cut away the dead skin. Again apply ointment and a dressing. If you see pus, redness or your pain increases this may be a sign of infection and it's time to see your physician.

Be Aware and Take Care.

Lt Col Faunt is the SER Nurse Officer

New Tennessee Senior Member makes CAP a part of his “second chance at life”

*By Senior Member John Toucey
Kingsport Tennessee Composite Squadron*

My name is John Toucey and I have just become a member of the Kingsport Tennessee Composite Squadron. I'd like to give you some background on myself, and tell you what led me to become a member of the Civil Air Patrol.

I am a 50-year-old (or young) male and I have always been interested in anything that has to do with flying. I actually started taking flying lessons back in 1977 and soloed on November 1977. However, my flying had to take a back seat to being married and starting a family so I was about 10 hours short of getting my license.

Now, fast forward to May 18, 2004. I was involved in a pretty bad motorcycle accident where a drunk driver hit me from behind. I had massive injuries and actually “flat lined” twice on the way to the hospital. I was a temporary resident of Cape Fear Valley Medical Center for over a month. Due to the injuries I sustained in my legs, I was confined to a wheelchair for over a year, and within the last six months I've had to learn how to walk all over again. I was also medically retired from my job as a mechanical engi-

neer. I'm sure that everyone has heard the term “life changing event” and this was certainly mine.

During my recovery I promised myself that if I were physically able to, I would do whatever it took to obtain my pilot's license. Happily I am now within 10 hours (again!) of reaching that goal and I intend to keep going until I have



SM John Toucey is close to reaching his goal of obtaining his pilot's license.

my CFII rating.

Now I'm sure you're asking what this has to do with the Civil Air Patrol. Well I'll tell you. My flight instructor invited me to an FAA Safety Seminar at the local college a few months ago, which I attended. During the seminar two guest speakers were introduced. The first one was Maj Bob Evans,

and the other was Capt Arlinda Bailey from the Civil Air Patrol.

The next day I contacted Maj Evans and inquired about becoming a member and he invited me to attend a senior meeting. Well I did, and I was immediately interested and I thought that not only would I benefit as a person from becoming a member, I also felt that I could contribute to the squadron.

Now that I am a member, I have many goals. The two most important are: 1) to be able to help other people in a time of crisis, whether it be looking for a downed aircraft, humanitarian relief, or flying a much needed organ to someone that will die without it; and 2) to be able to teach our cadets how important it is to focus on what they are going to do with their lives now while they are still young and have a choice as to what they want to achieve. I'll be the

first to admit that I lived my younger days for the moment, and I wish I had done things differently as a young adult.

If I can take my life's experiences and pass them on to a young cadet, maybe he or she will find their passions earlier in life and won't need to have a “wake-up call” to follow their dreams.

Ira Eaker Award presented at TN training exercise



Cadet Lt Col Laura Thiem was presented the Ira C. Eaker Award at a TN training weekend held April 21-23. General Richard Bowling, former national commander, made the presentation. Cadet Lt Col Thiem is a freshman

at the University of Tennessee majoring in Nuclear Engineering. She grew up in Richmond, VA, and joined CAP in 2001. Her goal is to graduate from UT and join the Navy to continue her education in the Navy Nuclear Power program.

Group 1 TNWG holds SAREX

By 1st Lt Donald Miller

One hundred of the more than 1,000 adult and youth members in East Tennessee Squadrons gathered at Keith McCord's farm south of Maryville, Tenn., for an emergency search and rescue training exercise Apr. 21 to 23, 2006.

This event included several subject matter experts on the teaching staff, including Stan Brock, former host of television's Wild Kingdom and now director of Remote Area Medical, and University of Tennessee LifeStar staff.

The SAR training exercise included all aspects of emergency search and rescue work including helicopter operations, land navigation, first aid, canine search team, shelter building, mission paperwork, radio communications, joint air crew/ground team coordination, and electronic direction finding. Both cadet and senior members attended the training and camped out on the farm.

1st Lt Miller is the TN WG Group 1 IG and acting PAO



Photo by Capt Steve Riccio

The target "airplane" can be seen in the lower right corner of the photo

AL Target Practice

Huntsville Composite Squadron and Redstone Composite Squadron held a training mission on Apr. 22, 2006. A practice ELT and target was set out for ground teams and air crews. After classroom training, four air sorties were briefed and dispatched. Two ground teams also searched for and found the target. "This was a good day for training" was the general comment from all crews and missions staff.



Demonstrations and training were performed by K-9 search teams and LifeStar

In and Around the Region



Capt Dunlop gives O-Ride

Capt Bob Dunlop runs through aircraft inspection with C/AIC Kevin Holliday and C/AB Brittany Fraize before Cadet O-Ride outside Sowell Air Services at Panama City Airport.



Cadet Promoted

Col Joe Callahan, 347th Rescue Wing commander, promotes Cadet Douglas White to C/2nd Lt with Cadet White's father, Master Sgt (retired) Richard White.

Photo by 1st Lt Kay Van Doren



Academy Student Shares

Beth Pershing, a freshman at the USAF Academy in Colorado Springs and a 2005 graduate of Lely High from Marco Island, speaks to CAP cadets about the academy.

Photo by Marci Elliot / Marco Eagle

Calling it in, RECON training in Tampa



Photo by 1 Lt Corey Halaychik

During RECON team training in Tampa, FL, 1st Lt John Clark calls in an impact assessment report while RECON Team Leader 1st Lt Ken Leidy observes.

Students who participated in the RECON Team training not only learned proper radio procedures but also put their newly learned skills to good use during the weekend's culminating exercise.

April Fool's SAREX is no joke

By SM Jack Payne

On April 1, 2006, members from Groups 4, 6 and 9 attended an Air Search and Rescue exercise hosted by the Treasure Coast Composite Squadron in Ft. Pierce, FL. Even though it was "April Fools Day," it was no joking matter, as 33 members were briefed on a possible mid-air collision involving two aircraft the day before with multiple ELT beacons alerting in a three county area.



Photo by SM Karen Goodner

Trainees for mission scanner, observer and other specialties received direct one-on-one instruction. "Training is the key to all of our Civil Air Patrol missions," stated Capt James Kirkland of Treasure Coast Composite Squadron. "We train hoping we don't have to use these skills, but knowing that sooner or later we will. Training gives us the confidence to take on a mission knowing that we can do the work and return safely home to our communities and families."

Cadets from the Treasure Coast Composite Squadron assisted senior members in setting up the briefing room, manning the mission update board, and marshaling, refueling, and tying down aircraft.

News and Events of Note to the SER



1/4 Scale Model Gets Exposure

Okeechobee Composite Squadron Deputy Commander 2nd Lt Joseph Papasso stands with the scaled down CAP Cessna at an April fundraiser/recruitment day at a local Wal-Mart Supercenter in Florida.



Squadron 210 Washes and Waxes

Ormond Beach, FL, Squadron 210 keeps their aircraft "spit and polished" by frequent cleaning days which are great fun and a great way to keep assets in tip-top shape. Photo by Maj Ted Yeazel



Symbolic Check Presented to GAWG

Moody AFB Composite Squadron cadets attended a Recognition Ceremony April 27 as Outstanding Volunteer Team winners. The check shows how much the group would be worth monetarily in hours served.

CAP—On the air at 32nd Annual Sun 'n Fun

By 1st Lt Robert Gibson

It was a full day of radio interviews and photo opportunities for the Civil Air Patrol at the 2006 Sun 'n Fun Fly-In. With the SER-FL 274 Polk County Composite Squadron's media team making arrangements with on-site radio shows, and the staff of the Civil Air Patrol Florida Wing, the day went something like this:

At 7:30 a.m. (Drive Time), Capt Wynn Watson, Group 3 Deputy Commander/ GP 800 School Program Officer for GP 3-Polk County, started the day with a live on-the-air 30 minute radio interview with Talk 1430 WLKF "Mayhem in the AM" hosted by Brian Bruchey and Mark Stevens; with Erica Smith at the Sun 'n Fun Media House.

Capt Watson was interviewed about the three new 800 School programs coming to the Polk County School Systems, with special emphasis on the Summerlin Academy Cadet Squadron at Bartow High School, SER-FL-823, Polk County Composite Squadron SER-FL-274 that meets at the Lakeland Armory, and Civil Air Patrol programs in general.

Talk 1430 WLKF Radio's "Mayhem in the AM" show is heard throughout the Polk County Radio Market.

Around 9:00 a.m., Col Daniel "Dan" Levitch, FLWG Commander, Col Eileen L. Parker, FLWG Vice Commander, and Marie Neese, NHQ Membership Development Coordinator, arrived at the Fly-In to do interviews and work the displays, and meet with Fly-In visitors. Eric Wentworth, a volunteer professional photogra-

pher, joined the team to take photos throughout the day.

As NHQ Membership Development Coordinator, Ms. Neese also explained CAP programs to the general public and helped explain the new National Squadron Program to ex-members that did not necessarily want to join a squadron, but still wanted to support Civil Air Patrol in general.

When 11:00 a.m. came around,



Civil Air Patrol is "On The Air"

Col Levitch did a 15-minute on-air radio interview on the Sun 'n Fun Radio, WLKF, 1510AM with radio commentators Trip Barnett and Dave Shalbetten. They talked about the Gippssland GA-8 Airvan with the new Archer System that Florida Wing will be receiving, and how it will improve operations in Florida in the 21st.Century.

They also talked about CAP's role in Disaster work during the Hurricanes in the last two years, as well as what other programs CAP can offer cadets and senior members.

CAP was again slated for an 11:30 a.m. show, and L. Col John Lynn, FLWG Aerospace Education Director, and Capt Wynn Watson, Group 3 Deputy Commander Group 800 School Program

Officer, did another 15-minute on-air radio interview on the Sun 'n Fun Radio, WLKF, 1510 AM with radio commentator Trip Barnett. Lt Col Lynn explained all the fun activities at the Sun 'n Fun Fly-In for youngsters at the EAA Youth Activities Tent and what CAP has to offer today's youth in Aerospace programs. Capt Watson talked about the new 800 School Program coming to the Polk County School System and how it will impact students.

Right before the afternoon Air Show started, Col John E Tilton, Southeast Region Commander, flew in from Alabama to take in the Fly-In, and was immediately recruited to do a radio interview with Barnett.

They talked about the role that Civil Air Patrol has taken throughout the Southeast Region (AL, FL, GA, MS, PR, TN) during the past years in disaster relief, Aerospace Education, and other cadet and senior programs that Civil Air Patrol has to offer.

Sun 'n Fun Radio, WLKF, 1510 AM was heard live throughout the Fly-In, reaching some 25,000 visitors daily, as well as being transmitted within a five mile area of the Airport. All commentators received the SER-FL 274 Polk County Composite Squadron Patch with the Civil Air Patrol Silver Pen Holder in appreciation for their great support.



CAP plays part in 2006 Sun 'n Fun Fly-In

By Capt Scott Cochran

Every year thousands of aircraft descend on the Lakeland airport for the annual Sun-n-Fun fly-in. This year's event was held Apr. 4-10, but the planning and organizing had been going on for a long time. With so many airplanes, helicopters, and other types of aircraft in one place, keeping track of who is coming and going is no easy matter. Making sure that arrivals and departures are tracked, and that overdue aircraft are found, is the job of the Civil Air Patrol.

Calls came in every day, reporting incidents of "overdue aircraft." These were usually flights into Lakeland which had filed a flight plan and then neglected to close the flight plan upon arrival. The result is that the aircraft is considered missing until it is physically located.

In one fairly typical example, a radio call came in reporting that an Aero Commander aircraft belonging to the National Oceanic and Atmospheric Administration (NOAA) had been due to arrive at 2:53 p.m., but had not been heard from. After learning that a landing had in fact been logged for the specific tail number in question, the ground-based CAP team led by Lt Goellner soon located the airplane eastbound on a nearby taxiway. Other searches were more elaborate, requiring close searches of multiple ramp areas where hundreds of airplanes were parked.

The volume of activity kept the team very busy each day. In the first three days of the show, the CAP team logged 982 aircraft arrivals, and worked 11 overdue aircraft before noon.

Squadron FL-310 will no doubt



2nd Lt Len Goellner, Incident Commander, listens to an incoming "overdue aircraft" radio call. Along with Lt Col McConnell, Lt Goellner led a team which tracked and located arriving flights throughout the week.

play a central role in planning and executing the Civil Air Patrol mission for next year's Sun-n-Fun air show as well.



Photo by 1st Lt Gene Floyd

Fifteen members of the Tallahassee Composite Squadron joined up with eight members of the Lake City Cadet Squadron and made the trek to Lakeland, Fla., for Sun 'n Fun. They tent-camped in the main campground, and paid their way into the fly-in by performing several hours of community service a day by checking armbands at the gates or standing watch over the F-22 Raptor. Above, they are with the fighter and its pilot, USAF Lt Col Wade Tolliver.

New L-Per tested at Fly-In

During Sun 'n Fun, several members of FLWG had the opportunity to try out the newest L-Per from LTRONICS. MSgt Scott Jung was anxious to get the opportunity to try out the new unit. The opportunity came on Apr. 7, 2006 while he was assisting with the CAP Sun 'n Fun support mission. The team, comprised of team leader 2 Lt Goellner, 1st Lt Dobbins and MSgt Jung, got the call at 12:59 from the base communications post that an ELT signal had been detected on the field.

The team broke out the new L-Per and went into action. Within two minutes the L-Per was out of

the box, antennas positioned, and the first bearing had been taken. The team members quickly discovered one of the first benefits of the newest direction finding (DF) unit was in not having to put together the old wooden mast antenna system of older models. Instead, it is a simple step of folding out the four antennas from the body of the LPER, turning it out, and going right to work.

At 1:17, just 18 minutes later, the team made the call to mission base **"ELT located and deactivated."** Eighteen minutes from first detection to deactivation!

It was a record-setting pace and a fantastic experience for the team with the newest DF technology.



MSgt Scott Jung with new LTRONICS L-Per

Photo by 2 Lt Len Goellner

Administration

By Lt Col Evelyn Holdren

Nondiscrimination in Federally Assisted Programs

This regulation assigns responsibility and prescribes procedures to effectuate Title VI of the Civil Rights Act of 1964 (PL88-352). It supplements Department of Defense (DOD) Directive 5500.11, Nondiscrimination in Federally Assisted Programs, DOD Directive 1020.1, Nondiscrimination on the basis of Handicap in Programs and Activities Assisted or conducted by the Department of Defense, and AFR 30-12, Nondiscrimination in Federally Assisted Programs. It applies to all units of the Civil Air Patrol.

Background of the Civil Rights Act of 1964 is given covering fact that no person in the United States shall, on grounds of race, color, or national origin be denied benefits or otherwise subjected to discrimination under any program or activity receiving federal financial assistance. Also the act requires that rules, regulations, or orders of general applicability must be approved by the President before they become effective. The regulation further states that DOD Directive 5500.11 was approved and published in the Federal Register. Addi-



tionally, Directive 1020.1 is described and states handicapped persons shall not be discriminated against.

The regulation states that region and wing commanders are responsible for implementing and enforcing DOD Directive 5500.11 and 1020.1. It is required that Wing and Region headquarters will maintain and make available copies of same so that they can be reviewed upon request of any CAP member. Also they will maintain records necessary to ascertain compliance with the directives.

Also stated is who at NHQ is responsible for overall monitoring the program including Air Force agencies or who is making periodic review of CAP policies and practices.

The DCS, Logistics monitors acquisition of excess property or surplus property. The Staff Judge Advocate is made responsible for hearings as stated in XC DOD Directive 5500.11. Also covered is the role of wing and region commanders regarding compliance with this regulation and attachments during inspection. Wing and region commanders are responsible to the Director of Personnel at NHQ.

All need to be aware of the SER Commander's policy letter dated Feb. 11, 2006 regarding CAPR 39-1, nondiscrimination in these programs.

GAWG Cadets Get Fit

Submitted by 1st Lt Kay Van Doren

Physical Fitness is an important part of the Civil Air Patrol program, all cadets must pass their level of physical fitness in order to promote to the next cadet rank, this includes a mile run or shuttle run, three count push ups, curl-ups, sit and reach for flexibility.

Pictured below, Moody AFB Composite Squadron members prepare to run the first lap together as a unit.



Scholarships awarded

Cadet Capt Matthew Bailey was recently awarded a CAP Corporate Scholarship for \$250.

He has been an active member of the Kingsport Composite Squadron, TNWG, since July. He is currently serving as Cadet Commander and Cadet ESO. Bailey is attending East Tennessee State University and majoring in chemistry. Future plans are to attend medical school, specializing in trauma surgery, and wants to become a Combat Surgeon in the Air Force.



Cadet 2nd Lt Julien J. Jimenez, of the Dr. Cesareo Rosa Nieves Cadet Squadron, PR-123, was awarded the Col Clara Livingston Scholarship Apr. 29, 2006 by the Puerto Rico Wing Scholarship Committee.

Exclusive to CAP Cadets!

Register by June 1, 2006 for a 6-Day, 8-Day, or 13-Day summer session of Space Camp®, Space Academy®, Advanced Space Academy®, Aviation Challenge® Mach I, Mach II, or Mach III at the US Space & Rocket Center, Huntsville, AL, and save \$150 Off Tuition! Or Bring A Buddy* and Each of You Saves \$200 Off Tuition! (Must attend camp between May 21-August 25)

These offers are not available for Parent/Child, Adult, Educator or Group Programs. Cannot be applied to \$50 non-refundable registration fee and cannot be used in conjunction with any other discount.

To join the SPACE CAMP CAP e-mail list to receive discounts, e-mail blakem@spacecamp.com

1-800-241-5104 Please reference Source Code CAP06

*Does not apply to friends already registered, must be new registrations. You do not have to register for the same program or the same session to qualify.

April SER SM Awards

Gill Robb Wilson Award

Maj Ernest C. Manzano, SER

Paul E. Garber Award

Maj David J. Sweeney, FL
Lt Col Steven P. Schultz, FL
Maj Bennon L. Prine, GA
Capt Thomas K. Riddle, MS

Grover Loening Award

Capt James L. Smiley, AL
1st Lt Leslie N. Ballard, FL
Lt Col Rogers A. Porter, FL
Capt Felix D. Diaz, GA
Capt L. Paige Joyner, GA
1st Lt Ensor J. Lopez, PR
Capt Constance J. Harrison, TN
Maj Timothy S. Waddell, TN

Brig. Gen. Charles E. "Chuck" Yeager Aerospace Education Award

SM Lisa A. Alberio, FL
2nd Lt. Richard H. Gaylord, FL
1st Lt. John I Hendricks, Jr., FL
Capt Scott M. Martin, FL
SM Jeffrey J. Maturo, FL

SM Helmut V. Seidl, FL
1st Lt Gene W. Smith, FL
2nd Lt Mary Anne Varda, FL
2nd Lt Lucien A. Varda, FL
SM Dimpna G. Waldinger, FL
Maj Raymond J. Waldinger, FL
SM Francisco J. Zangerolame, FL
1st Lt Eric R. Diaz, PR
1st Lt. Alexis T. Fernandez, PR
1st Lt. Rachel Cotto Gee, PR
SM Kenneth Lozano, PR
Capt Tirso F. Pena, PR
Capt Rafael Sanchez, PR
SM Gerald L. Bailey, TN
2nd Lt Kent Bankhead, TN
SM Vera Blair, TN
SM George R. Borsari, III, TN
Lt Col John A. Humphries, TN
Maj Jack E. Mullinax, TN
SM David M. Newman, TN
SM Tanya Southerland, TN
2nd Lt Joshua Steinert, TN
SM Colettea Taylor, TN
Maj Alvis M. Winkler, Jr., TN

Earhart presented at ALWG Conference

By Maj Patricia Mitcham

C/Capt Chester Kraft received his Earhart Award at the Alabama Wing Conference, April 29, 2006. The Amelia Earhart Award is earned after completing the first eleven achievements of the cadet program and after receipt of the General Billy Mitchell Award. In addition, the cadet must pass an arduous 100-question examination testing aerospace topics, leadership theory and staff topics.. This advanced award is only earned by the most diligent of cadets, who truly care about Civil Air Patrol and their part in it.

Cadet Kraft is a native of Colorado Springs, Colorado and moved

to Huntsville, AL in July 1994. He has played Little League Baseball and has played in the Babe Ruth League for four years. He joined Civil Air Patrol in 2003 and was named Squadron Cadet of the Year in 2005. He was the Honor Cadet at his first encampment and a member of the Honor Flight at his second one. He graduates from High School this year. Home schooled under the educational program of the North Alabama Friends School, he received nominations to West Point and the Air Force Academy. He has received offers of scholarships from University of Alabama, Huntsville; Birmingham Southern; and Embry Riddle Aeronautical

University, Prescott Campus. Offers of a four year Army ROTC full scholarship at Embry Riddle Prescott, and a three year AFROTC Scholarship

give him additional choices for his future. He is the son of Harold and Barbara Kraft of Huntsville, AL.

Maj Mitcham is the ALWG PAO



L to R: Col John Tilton, SER Commander, C/Capt Kraft, Col Mike Oakman, ALWG Commander

April SER Cadet Awards

Gen. Carl A. Spaatz Award

- Andrew P. Anderson, #1600, FL
- Quinton J. Fenley, #1599, FL

Gen. Ira C. Eaker Award

- Laura A. Thiem, TN

Amelia Earhart Award

- Stephanie A. Petelos, AL
- Michael A. Van Doren, GA
- Jeremy B. Locke, MS
- Joshua C. Locke, MS
- Luis J. Aponte, PR
- Fernando Class, PR
- Erick X. Simons, PR
- Justin W. Frazee, TN

Gen. Billy Mitchell Award

- Jonathan R. Ernest, AL
- Javier A. Acosta, FL
- Michael J. Ates, FL
- Joshua A. Baber, FL
- Andrew D. Bolin, FL
- Patrick K. Collins, FL
- Lee A. Douglas, FL
- George J. Johnson, FL
- Thomas B. Lynch, FL
- Giulio C. Rottaro, FL
- George A. Sterner, FL
- Nicholas R. Wesner, FL
- Ravic G. Blake, GA
- Timothy R. Colquitt, GA
- Justin A. Greer, GA
- Ben J. Peterson, GA
- Douglas F. White, GA
- Samuel J. Cormier, TN
- Brian P. Frazier, TN
- Eric J. McCrery, TN
- Marcos G. More, TN
- Ryan W. Vradenburgh, TN

Public Affairs

By 1st Lt Kelly Green Sharkey

As Public Affairs Officers, we need to understand that there are three types of communication we provide: internal, external, and mixed.



External is, of course, all information we provide to those outside CAP... citizens, political leaders, news organizations, neighbors. Anyone who is a potential member or supporter (whether financially or by helping to spread the word about all we do), is external to the organization. Materials to this group should include the “obvious,” and assume, every time, that these readers or viewers have never heard of “C,” “A,” or “P.”

It is for that reason that press releases from National contain a consistent closing paragraph that details our basic purpose as an organization:

Civil Air Patrol, the official auxiliary of the U.S. Air Force, is a non-profit organization with almost 60,000 members nationwide. It performs 95% of continental U.S. inland search and rescue missions as tasked by the Air Force Rescue Coordination Center. Volunteers also perform homeland security, disaster relief and counter-drug missions at the request of federal, state and local agencies. The members take a leading role in aerospace education and serve as mentors to the almost 25,000 young people currently participating in CAP cadet programs. CAP has been performing missions for America for more than 60 years. For more information please see www.flwg.cap.gov and www.cap.gov

Press releases from squadron PAOs should contain this information, but can also include something personal about *your* unit. Of course you want to share the purposes of the organization, as a whole, but a release about some-

thing going on in your “neck of the woods” should have a mission statement that is distinct to the specialties of *your* unit and *your* people. As I’ve said many times before, our job as PAOs is to give a well-deserved pat on the back to the people with whom we work. Feel free to write out your basic purposes and strengths to share in outgoing, external, publications.

Internal communications are those things which fellow members will see: emails, memos, letters. Each of these will not have to “spell out” all CAP purposes on each and every page, but need to provide enough information for new members or external eyes that happen to pick them up, enough direction on how to find out more.

There are items that fall into a “both” category, for example web pages and newsletters.

Because these are primarily for an internal audience, authors wouldn’t necessarily put the purpose paragraph in each document or web page. There should, however, be some way for a reader to find additional information, whether it is a web link, or a phone number, or an accompanying brochure or fact sheet.

Some units divide the web master position and newsletter editor into two jobs. When these functions are performed by two persons, they should work closely together, as each has an opportunity to disseminate information to a wide variety of persons, but in different ways and they need to provide a consistent message.

Whether you speak to an internal, external, or mixed audience in your PAO duties, make sure you share the joys of volunteer service. Perhaps it will encourage additional participation, or create a new interest. Either way, within, or without, we have an exiting message to share!

1st Lt Sharkey is the SER PAO Director

Learning CAP history en route to sharing it

By Capt James L. Shaw

A few weeks ago I had the pleasure of attending the Georgia Wing Conference at Jekyll Island. I had been looking forward to going and setting up the historical display I have been creating for the past couple of years. I was also happy that my entire family was going as well. My son Kaleb has been a cadet for the past six months and this would be his first. My wife Michelle and youngest son Killian, 6, were also going to enjoy the pool and scenery.

A few weeks prior to this I had been contacted by Col Don Greene about the widow of the first GAWG Commander, Col Winship Nunnally. Through his assistance and Capt Tonya Boylan I was able to speak with her briefly about her husband. We set up a meeting on Apr. 7, on my way to the wing conference.

I had the opportunity to speak with Mrs. Adair Pizer about her late husband and his activities (she remarried after Nunnally's passing). She did not know about his specific activities in CAP other than he was contacted by the governor at that time and asked to start the GAWG. She had five very nice pictures of him in uniform to give me and was very inquisitive about CAP.

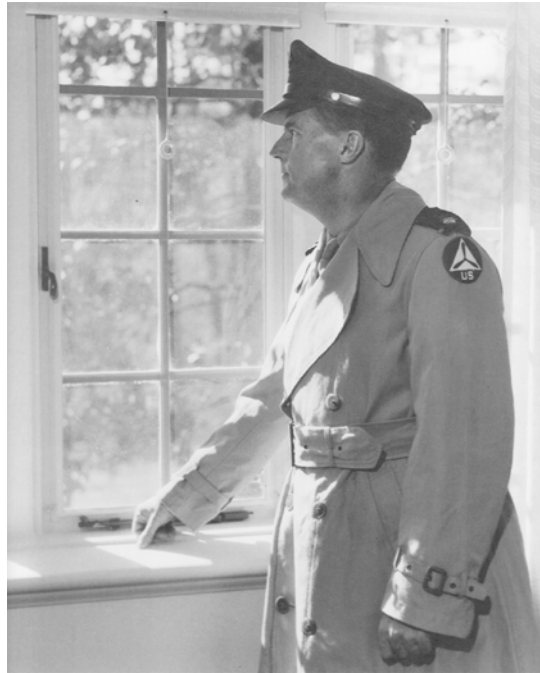
I wanted to share this not just because it was about CAP but about the kind of people we had and have supporting it from its initial charter to its 65th year. Mrs. Pizer was a very nice lady who spoke like a true southern bell and had a deep level of respect for our organization and did not mind entertaining my kids at the same time.

She and her son have Col Nunnally's uniforms and plan to donate them to the CAP Historical Foundation. I plan on interviewing her again a little further about his life after CAP and his other contributions to society.

The historical display at the conference was FANTASTIC! I have a few people to thank for their efforts. First in line is the great cooperation of Capt Tonya Boylan who supplied a room for the entire day. Usually these rooms are used for the breakout sessions but she

was able to get it for the historical display for the whole day. The next would be Lt Col Bill Schell, who is the National Curator and what I call the "Keeper of CAP" historical items. He drove all the way from Aberdeen, MD, to bring us a large portion of the CAP collection. My friend and fellow CAP historian Lt Col Todd Englemen from Warner Robbins GA, brought along his personal collection (one of the largest private collections known) to the conference for all to see.

I also want to give a special thanks to Lt Col Ben Stone, who so patiently fielded questions from many members of the conference about his 64 year history with CAP and made me laugh many times. Last but not least is Lt Col Berry Herrin who brought along some great pictures to share with me and other members. The national collection displayed over 100 feet of patches and insignia along the walls and covered six eight-foot tables with wings and uniform items. Lt Col Englemen's collection covered three eight-foot tables as well as the surrounding floor area and mine covered about the same. During this time we were also given several items for the collection by various members.



Colonel Winship Nunnally was the first commander of GAWG, 65 years ago

As part of my effort to spread CAP history I passed out over 100 CAP graphic CDs to Wing, Group, and Squadron Commanders to use for websites and anything they deemed necessary. We also collected almost \$300 in donations for the Historical Foundation by having copies of the book *From Maine to Mexico* available to participants.

I would like to make a special effort to thank some others who had a great impact on how much I enjoyed the conference: Lt Gen Kehoe, Maj Gen Pineda, Col John Tilton, Lt Col Valerie Brown, Lt Col Pat Faunt, Col Don Greene, Col Heredia and most of all my family. To close it out I owe a lot of thanks to Col Len Blascovich (National Historian) who helps guide my sometimes over enthusiastic energy in the right direction and nominated me for the Exceptional Service Award I received.

Capt Shaw is the Assistant National Historian, SER Historian, and Commander, GA-805.

Operations

By Lt Col David E. Lehtonen

Continuing our series from Tony Kern's book entitled *Darker Shades of Blue – the Rogue Pilot*, we move to Australia where an accident investigator uncovers another rogue military pilot during an investigation into a crash site where this pilot committed his final rogue act.



Doug Edwards, a senior military officer and fighter pilot of the Royal Australian Air Force (RAAF), was called upon to head a Court of Inquiry into the events surrounding the fatal crash. Joining him on the team was another pilot, a medical officer, an aeronautical engineer and a psychologist, someone knowledgeable about human factors.

As the team investigated the crash scene some thirty miles from the base, it was apparent that the Mirage aircraft at the impact point was quite slow and happened just five minutes after takeoff with a heavy fuel load. It was quickly determined that the final maneuver was a spin at slow speed because the intact radar nose cone was buried in the sand after breaking off at the first point of contact, indicating the aircraft hit nose down, inverted and nearly vertical as it would have after one-half rotation of a spin.

This hypothesis was confirmed by two observers on the ground. They reported that the Mirage pitched up and entered a steep banked turn and disappeared into clouds reemerging a few moments later still banked and diving steeply and attempting to recover. The weather was reported as occasional showers with cloud bases at 800 feet and tops at

12,000 feet. On examination of the wreckage, every control rod was intact discounting any mechanical failure. *So what happened?*

It turns out that Tom, the mishap pilot, was practicing for an upcoming airshow and he was to be the solo display pilot. According to other pilot accounts later that day, Tom projected the image of the superior pilot having been an instructor at the Central Flying School (CFS) teaching pilots to be instructors. There, he instructed in the Mirage and one of the pilots that was interviewed had gone through the CFS course while Tom was there, stating that Tom was arrogant in the way he flew. He was obsessed with flying low, at one point flying so low over a lake that he could see a wake in the water even though the low altitude limit by regulation was 150 feet.

Further the pilot said he did this all the time. Another pilot commented that Tom was the solo display pilot at another base and on the show day the cloud bases were at about 2000 feet and the flight of six jets – the entire Macchi show team – flew a loop one-third of which was totally in the clouds! And the performance was witnessed by the base commander and senior officers, yet nothing was said to Tom or to the show team.

In fact, he historically had no supervisor as the senior pilots deferred to him because of his excellent pilot reputation. During the proceedings however, it was discovered from other pilot witnesses that were called that Tom

often practiced aerobatic maneuvers through clouds. But most of his recent experience was in the Macchi and most likely during Mirage flight he was attempting a Macchi sized barrel roll that can be accomplished in 2000 feet. The only problem was that a Mirage takes three times that altitude to accomplish!

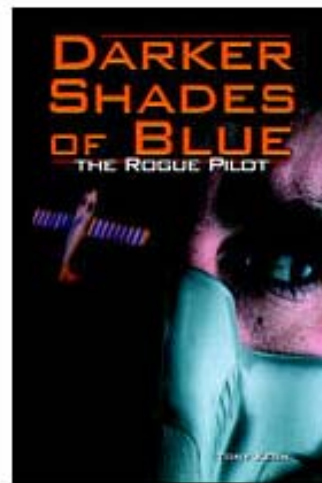
When he realized how low he was he attempted to recover and nearly made it, brushing the tops of the trees in his flight path. However, the vegetation from the trees causes a flame out and he stalled straight in at a slow speed.

In the final human factors analysis of this accident, Tom displayed an ongoing lack of regard for regulations and in fact, his previous history exhibited all of the rogue characteristics defined by Col Kern. He believed he was incapable of making errors in judgment and his utter disdain for following the rules led him to his fatal demise.

Remember Kern's definition that a rogue pilot is undisciplined, placing their own egos above everything else, thereby putting themselves and everyone they fly with in jeopardy.

We as Civil Air Patrol pilots have a great responsibility to not only recognize rogue behavior in ourselves and others but also, to take corrective action when this behavior pops up. Next month we move to the early days of aviation in the Soviet Union where we will try to define the line between safe and aggressive flying and rogue flying.

David E. Lehtonen is the SER Director of Operations



Bessemer Composite Squadron boasts two service academy appointees

By Maj Jimmie Cox

What do an Alabama Air Force Academy appointee for class of 2010, and an Alabama West Point appointee for the class of 2010 have in common?

Well for starters, they are both ALWG CAP cadets and even more, they are both the present and past commanders of the Bessemer Composite Squadron (AL-087). Cadet Majors Jamie DeSpain and Erinn Scott have each been selected to attend our nation's service academies.

Cadet Jamie DeSpain, who is scheduled to graduate from Hoover High School this spring, has been in CAP for the past 3½ years. He is the past commander of cadets of the Bessemer Composite Squadron. DeSpain said, "I had always aspired to go into the military, ever since I was very young, and when I found out what CAP was, I immediately jumped at the idea. Right after that first meeting I joined CAP and hoped that it would somewhat prepare me for the leadership challenges and the military-style life that I hoped to face later on at the Academy. I definitely feel that CAP has prepared me for West Point and for that I will be forever indebted to the organization."

DeSpain loves history and is "forever indebted to those men who have given their lives to make mine free." He wants to give back some of his life to his country. Says DeSpain, "I believe that the Academy is the best route for which to do that. I also believe that an officer is the best form of leader there is and I know the Academy can turn me into the best officer I can be." He chose West Point be-

cause, having come from two generations of Army officers, he was already familiar with the lifestyle. West Point also fit his career goals. "I plan to branch in the Infantry, go to Ranger School and become an Airborne Ranger. My ultimate goal is to become Chief of Staff of the Army. Plus, the history of West Point and the type of men who have graduated from there was a big selling point. There's nothing bigger than becoming part of the Long Gray Line."

Cadet Erinn Scott, who is also planning to graduate this year from Hoover High School, is the current cadet commander for the squadron. In her 2½ years of CAP service, some of her past accomplishments include Commander of the 2005 ALWG Color Guard, 2005 ALWG Encampment Squadron Commander, and Outstanding Cadet, 2004 MSWG Encampment. She received multiple academy appointments (West Point/Army, Annapolis/Navy, and the AF Academy) and she chose the AF Academy over the others. She said, "I guess the Army and the Navy just couldn't pull me away from those Air Force blues!" She adds, "Civil Air Patrol got me interested in the Air Force, more specifically the Academy. Ever since my first encampment, I knew I wanted to be a cadet there. I applied to the Academy because I wanted the challenge, the leadership, the experience, and the prestige. My main concern is that I learn the leadership skills necessary to lead men. I want the people that I lead to want to say, 'Yeah, that's MY commander!' I want to be an officer who is respected because I take care of my people."



Cadet Majors Erinn Scott and Jamie DeSpain have both been selected for service academy appointments

Her recommendation for *any* cadet who is interested in the service academies is "Start Early! Everything you do, whether in school or CAP or whatever, it counts! Set yourself up for success by working hard; that way, when you are ready to apply you can be confident in your accomplishments. Make sure you apply at the end of your junior year of High School, the earlier the Academy sees your name in their file, the better. And don't get discouraged when the letters and the papers and the reports don't come – the Air Force Academy will take a little longer than the other Academies, but it is definitely worth the wait!"

Both cadets attribute CAP as a factor in their appointments.

Maj Cox is the Bessemer Squadron Cadet Activities Officer

Hillsborough One Senior Squadron finds ELT in boat maze

By Capt Scott Cochran

On the morning of Mar. 1, an Emergency Locator Transmitter (ELT) signal was detected in the vicinity of New Port Richey, north of Clearwater on Florida's west coast. Colonel Dave Lawson and Capt Scott Cochran were dispatched, along with a ground team, to locate and silence the signal. Lawson, Cochran, and Lt Len Goellner, the incident commander, are all part of the Hillsborough One Senior Squadron based in Tampa.

The Civil Air Patrol (CAP) aircraft is equipped with a Becker direction finder (DF). Using the DF, the air crew quickly found the general area of the signal, and began flying a grid pattern to isolate the signal. The ground below was filled with boats of all sizes and shapes, docked behind the many homes in the neighborhood. On the sixth pass through the area, the

crew noticed that behind one home was not a boat, but a small seaplane. The aircraft was very likely the source of the ELT signal.

Directing the ground team was a challenge because of the way the neighborhood was built (see photo). As is common in coastal areas, the land had been dredged into "fingers", so that everyone in the community could have a waterfront home.

The downside for CAP air-to-ground coordination is that it can take quite a while to get from one area to another. A ground crew can be a short straight-line distance from a given spot, and yet it may require some backtracking and a lot of driving to actually get there by road.

After about 30 minutes of circling and maneuvering, the ground crew was directed to the seaplane owner's home, and the ELT was silenced. It turns out that a port-



able GPS had accidentally been placed on top of an ELT transmitter, and its weight had pushed the ELT's on/off switch to the "on" position.

The lesson learned? Bodies of water and coastal areas with a lot of boats can also be home to seaplanes, which are good places to look for an active ELT. Hillsborough One Senior Squadron has responded to over a dozen ELT calls in the past four months.

Capt Cochran is the PAO, Hillsborough One Senior Squadron

Squadron holds recognition ceremony

By Capt Jim Smiley

On Apr. 3 2006, Bessemer Composite Squadron (AL-087) conducted a Member Recognition and Awards Ceremony. Colors were posted by Bessemer Composite Squadron 2006 Color Guard Unit members: C/A1C Charles Deering, C/CMSgt Jeremy Adams (Color Guard Commander), C/CMSgt Amos Elmore, and C/TSgt John Fuller. The unit also includes C/A1C Jordan Box who was unable to attend.

The 2006 Color Guard unit brought great credit and distinction to its squadron by competing in the 2006 Alabama Wing Cadet Competition and winning first place standing in every event. A big poster adorns the squadron building declaring "FOURPEAT!" as this was the fourth consecutive year Bessemer Cadets won the ALWG competition. The Color Guard Cadets are affectionately referred to as the squadron's "Shining Stars" for their efforts, and a cake appropriately decorated with stars and their names was presented to them at the ceremony.

Many other awards and recognitions were handed out including Cadet Programs Officer of the Year to Capt. Teresa Petelos, Communicator of the Year to Lt Rosalind Fazel, Cadet of the Year to C/Maj Jamie Spain, and Senior Member of the Year to Lt Darryl Barry. Commander's Commendations were awarded to C/Maj Jamie DeSpain, C/CMSgt Jeremy Adams, C/Lt Devin Adams, C/Lt Philip Ronan, C/CMSgt Amos Elmore and C/Capt Erinn Scott.

Capt Smiley is the Bessemer Composite Squadron Commander



The Color Guard accepts a cake at the ceremony

Clay County Flight gets community involved in Aerospace Education Day

By 2nd Lt Sherry McCain

On Apr. 15, when many people were up in the air about their taxes, members of Clay County Flight were flying high. The local CAP unit hosted an aerospace education day at the Ashland/Lineville airport. The goal of the day was to inform the public of the importance of general aviation to our nation as well as to our local economy.

Many people are unaware of the impact that general aviation has on a community's growth potential and economic security. Even fewer Alabama's citizens are aware of the significant impact that Alabama has had on the development of aviation technology or that Alabama has been a national leader in many aerospace related fields from the very beginning. The first civilian pilot training program in the nation was developed in Alabama by the Wright

brothers at the site of what is now Maxwell Air Force Base in Montgomery and the dedication of Alabamians in Huntsville made the



Nine-year-old Tamie McCain enjoys a ride in a vintage Ercoupe with Lt Col Johnny Ward during the AE day

manned exploration of the moon possible.

Participants of the AE day had the opportunity to view videos, look at displays, and participate in hands on demonstrations. Alabama Lifesaver provided a medical helicopter and crew to give an up

close look at how general aviation can affect our lives. Local pilots allowed visitors to inspect various types of fixed wing aircraft also.

CAP cadets participated in cadet orientation rides in a Civil Air Patrol Cessna 172 and young people not in CAP had the opportunity to ride in one of two private airplanes. Special thanks goes out for the contributions of local pilot John Decourcey who provided his Piper and CAP pilot Lt Col Johnny Ward who brought his Ercoupe.

The Shelby and Chilton County Squadrons supported Clay County Flight with an aircraft and pilots. The AE day was made possible by the contributions of CAP, local citizens, the support of the Clay County Airport Committee and by the Air Force Association through a grant from the Aerospace Education Foundation.

Cadet thanks CAP supporter for contribution

By 1st Lt John Clark

When Cadet Matt Clark assumed the responsibility as Cadet Commander of Okeechobee one of his greatest challenges was finding funds for needed materials. The squadron was formed 11 months ago and did not have any awards or parade items for the cadet program. As cadets began to promote, the squadron lacked the awards. "The last thing you want is to wait for your award," said Cadet Clark.

Clark's father, 1st Lt John Clark, suggested that Clark provide a list of material and pricing for supplies the squadron needed. Upon completion, Lt Clark initi-

ated a call to Overseas Service Corporation (OSC), a worldwide military brokerage firm supporting U.S. military personnel and families. Cadet Clark took care of the rest. OSC president, Paul Hogan, spoke with him. Mr. Hogan was a Marine Captain and was already familiar with the CAP mission. When Cadet Clark proposed the list and asked Mr. Hogan if he could help get the squadron started, Mr. Hogan, without hesitation, agreed to the proposal and ordered a check to be issued in the amount \$1250.00.

Mr. Hogan commended Clark and the CAP for helping to provide our nation's future leadership.



Photo by 1st Lt John Clark

Okeechobee 453rd Composite Squadron Cadet Commander, C/2 Lt Matt Clark gives Mr. Paul Hogan a Certificate of Appreciation for Overseas Service Corporation's generous support.

1st Lt Clark is the FLWG Group 4 PAO

SER Organizational Chart

